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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2185	Press
60-161	~~Mis~~
Dated 14-9-18	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th September 1867.*

No. 360. Read the following Proceedings of the Madras Government in the Revenue Department :—

Sanctioning, with remarks, the Supplemental }
Local Fund Budget of the Tanjore District } (Here enter 10th September 1867, No. 2,122.)
for the current official year.

No. 361. ORDER THEREON, 14th September 1867, No. 2,853.

LOCAL FUNDS, No. 37.
Account.

1. Communicated to the Superintending Engineer of the 6th Division.

2. The Consulting Engineer for Railways will report upon the subject of paragraph 1.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.
,, Controller of Public Works Accounts.
,, Consulting Engineer for Railways.

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Revenue Department,
10th September 1867.*

No. 156. Read the following Proceedings of the Board of Revenue, dated 26th August 1867, No. 5,508.

Read the following letters :—

From the Collector of Tanjore, to the Secretary to the Board of Revenue, dated Point Calimere, Tritrapundi Talook, 8th June 1867, No. 106.

1. I have the honor to reply to the Proceedings of the Board of Revenue, dated 31st May 1867, No. 3,342.

2. I am of opinion that all the works given in the statement attached to the Government Order, No. 1,207, of 28th May 1867, with the exception of Items Nos 1, 2, 3, 12, and 13, may be transferred from Imperial to Local Funds. No. 1 is a trunk road, and therefore should properly continue to be charged in Imperial Funds. Nos. 2 and 3 are only portions of Roads Nos. I. and II. respectively, for which provision is made in Part III. of the Imperial Budget, and they also should continue to remain a charge on the Imperial Funds. Regarding Item No. 12, viz., Bridges, I think that it would be only fair that provision should be made from Imperial or District Road Funds respectively, according as the bridges requiring repair may happen to be one or the other kind of these roads.

3. The Road No. 15, from Munnargudi to Adrampatam, is a Salt road, but as it is also an important district road, I have recommended its transfer to Local Funds. Thus, the maintenance grants for roads, &c., to be transferred to Local Funds will be Rupees 30,796.

4. From the Government Order, No. 1,227, above referred to, it would seem that provision for the roads to be transferred, should be made in the next Local Funds Budget, the necessary allotments for the current year having already been made in the Imperial Budget. In the order of the Board, however, it is stated that provision for such roads should be made in the Supplemental Budget now under preparation ; but this is, I imagine, an oversight. At all events, I beg that I may be informed that I am mistaken, if such should be the case.

From the same Officer, dated Point Calimere, Tritrapundi Talook, 9th July 1867, No. 124.

1. With reference to the Proceedings of the Board of Revenue, dated 5th February 1867, No. 718, I have the honor to submit the Supplemental Budget of Local Funds for the current official year 1867-68, prepared in communication with the Superintending Engineer of the Division.

2. In the estimated receipts the only item that requires noted is the Road Cess, which I have set down at Rupees 92,000. This, together with the actual collections made in the last quarter of the past official year, viz., Rupees 45,640, makes up a total of Rupees 1,37,640, which I fix as the probable demand on account of the past Fusly 1276. I must add that of this demand the collections on account of Inam lands will have to be made hereafter, as the rate at which they should be assessed is still under reference to the Board. In the foregoing estimate, I have not included the probable collections which will be made within the 31st March next on account of Fusly 1277, as the first kist for that Fusly commences only from November next, and it will be, I think, much the best plan to look upon the whole of the Road Cess leviable in Fusly 1277 as the amount to be expended under that head in 1868-69.

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10th September 1867.*

3. Regarding the expenditure in the Budget now forwarded, there is one project which demands special mention. It is Item No. 6, and is intended for providing gravel for metalling the road from Nidamangalam to Combaconum, a distance of fifteen miles, as well as the road from Nidamangalam to Munnargudi, a distance of nine miles, at an estimated cost of Rupees 87,160.

4. These two roads lie in the heart of the Tanjore District, connecting two of its important towns with the Railway, and in doing so pass through several large villages and much of the best land in the district. They, therefore, are not only first class Railway feeders, but also very important district roads, for nearly all the Combaconum grain goes by handies *via* Nidamangalam and Mannargudi to Mutupetta, and salt is brought back by the return handies to Combaconum from Adrampatam, which is close to Mutupetta.

5. Up to the present time, these roads, like all others in the delta, have been formed of the clay taken out of the paddy fields with a surface-coating of sand, and been kept in repair, as best they could, from the small maintenance allowance at the disposal of the Department Public Works. The natural consequence has, of course, been that they have usually been dreadfully out of order, and heavy in the dry weather, and almost impassable during the monsoon.

6. In the vicinity of Tanjore very good laterite is procurable, but as the distance of Tanjore from Nidamangalam is twenty-one miles, and the cost of first quarrying and then bringing laterite such a distance has been and must be a heavy item of

expenditure, the limited means hitherto at my disposal, or that of the Department of Public Works, have prevented such a use having been made of the Tanjore laterite as was otherwise very desirable, and we have been obliged to do, as best we could, with the mud and sand which was near at hand.

7. The introduction of the Road Cess Act has, however, removed our pecuniary difficulty, and both Captain Oakes and myself have come to the conclusion that the best and, indeed, only way of profitably spending the proceeds of this cess on the one hand, and of gradually making the district roads in first-rate order all the year round on the other, will be to metal one or two roads each year with laterite brought from Tanjore.

8. With this view, I requested the Agent of the Great Southern India Railway to let me know what would be the cost of the Railway sidings; one from the Tanjore station to the quarrying ground near Tanjore, and the other a through siding at Nidamangalam, to allow of laterite being unloaded at a place selected for that purpose: and from the Agent's answer, a copy of which is herewith forwarded, the Board will perceive that the Agent has been good enough to undertake to make these two sidings for the comparatively small sum of Rupees 13,000, no charge being made for the value of rails, sleepers, &c., in consideration of the laterite traffic work to be worked over the line.

9. I am sure, I need hardly point out, how very useful both these sidings, and more especially the one at Tanjore, will always be in future towards metalling the principal roads in this district: for Tanjore is the only place where good laterite is procurable in any large quantity, and wherever it may be required, it will always have to be quarried there, and from thence brought down by-and-bye by rail to Negapatam, Kivalore, Trivalore, Myaveram, Tritrapundi, &c., from all of which places

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10th September 1867.*

there are roads running to the Railway, which I trust will, in future years, be metalled with the proceeds of the District Road Cess.

10. The estimate of Rupees 87,160 is made up as follows:—	rs.
Construction of the two sidings	13,000
Quarrying, loading, and unloading of the laterite for 24 miles of road, at Rupees 550 per mile	13,200
Railway charge for conveying do. from Tanjore to Nidamangalam at Rupees 2,540 per mile— <i>Vide</i> estimate in the enclosed copy of Superintending Engineer's letter	60,960
Total	87,160

During the current year I purpose to confine myself to bringing down the laterite from Tanjore, leaving the work of spreading it on the roads for 1868-69, since much time will necessarily be taken up in the formation of the two sidings and the collection of the material, and I do not think that more will be able to be done.

11. After this sum has been all spent, there will still be a balance of Rupees 54,239 unprovided for. At present I am unable to state exactly how much of this sum will be spent before the 31st March next, but I purpose to spend as much of it as possible in carting away the material to the roads in question, if there should be time enough left for my doing so within the year.

12. The works entered in Part II. "Repairs," are of an ordinary nature, and require, therefore, no special notice.

13. I take this opportunity also of submitting the Local Fund Budget Map, duly prepared with reference to the Board's Proceedings, dated 14th June 1867, No. 3,659.

From the Acting Superintending Engineer, 6th Division, to the Collector of Tanjore, dated 28th May 1867, No. 124.

In continuation of my letter of yesterday, I send you the following estimate of the cost of metalling the roads leading from the Nidamangalam Railway Station *exclusive* of the construction of Railway sidings at Tanjore and Nidamangalam, for which, I dare say, you will have a good round sum to pay:—

* Roads.	COST PER MILE.				Length of each road in miles.	Total cost per each road.
	Quarrying, loading, and unloading.	Railway charges.	Cartage.	Total cost per mile.		
	RS.	RS.	RS. A.	RS. A.		RS. A.
Nidamangalam to Combaconum	550	2,540	3,712 8	6,802 8	15	1,02,037 8
Do. Mannargudi	550	2,540	2,227 8	5,317 8	9	47,857 8
Total	.....	.....	.....	.....	...	1,49,895 0

The data for the estimate are as follow:—

1. Metal to be laid 18 feet in width, and 9 inches in mean depth. This will be necessary, as the roads have not been put in thorough order for some time of late.
2. Quantity of metal required = 13.5 cubic feet = $\frac{1}{2}$ a cubic yard per foot run of road.
3. Weight of material 1.44 tons per cubic yard when laid on the road, and about 1.2 tons per cubic yard as carried in the Railway truck.

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4. Railway charge to Nidamangalam 4 Rupees for 5 cubic yards.
These are what I understand Mr. Betts will undertake to do ; but I do not hold myself responsible for this item.
5. Bandy-hire for the collection, 1 Anna per mile.
6. Load of a bandy one-third of a cubic yard, or about four-tenths of a ton.

From W. S. BETTS, Esq., Agent, to the Collector of Tanjore, dated Negapatam, 27th June 1867,
No. 3,018.

1. In compliance with your letter, No. 162, of the 30th ultimo, I have to inform you that the cost of a siding from Tanjore Railway Station to the place pointed out by Deputy Collector Ramachandra Row would be Rupees 34,400 ; and the cost of a through siding at Nidamangalam station would be Rupees 9,326.

2. These sums amounting together to Rupees 43,726 include, however, the value of rails, sleepers, &c., which, in consideration of the laterite traffic to be worked over the Company's line, I propose not to make any charge for.

3. I will, therefore, undertake to make the two sidings for a round sum of Rupees 13,000. Upon receiving your acceptance of this offer, the necessary sanction of Government for the execution of the work shall be applied for.

ENCLOSURES Nos. 3 and 4.—Budgets.

ENCLOSURE No. 5.—Abstract Estimate.

ENCLOSURE No. 6.—District Map.

1. With the second of the foregoing letters, the Collector submits his Supplemental District Road Fund Budget for 1867-68, accompanied by a Map.

2. In his original Budget, the Collector estimated the receipts of the Road Fund during the year at Rupees 36,000. His present estimate raises the sum to Rupees 1,30,985, of which he expects to realise Rupees 92,000 from the Road Cess. The actual cash balance on the 1st April 1867 is given as Rupees 64,015, which added to the Rupees 1,30,985, makes a total income of Rupees 1,95,000.

3. Mr. Morris, however, explains that his Road Cess Estimate only includes the probable collections up to the end of Fusly 1276, or to the 30th June last. In future, however, his Budgets must give the sum likely to be realised within the entire official year as nearly as it can be estimated.

Rs.
* 1,95,000
36,000
1,59,000

4. The appropriations made in the original Budget amount to Rs. 36,000, leaving an available balance of Rupees 1,59,000.*

5. Part I. of the Supplemental Budget, which is incomplete, and which has, therefore, been revised in the Board's Office, contains seven works, two of which call for special remark, and are noticed below.

6. Item No. 4, the road from Pulienjery to the Coleroon, is entered with an estimated cost of Rupees 5,700 ; whereas the Government Order, Revenue Department, dated 14th December 1865, No. 3,023, which sanctions the work, gives the amount of the estimate as only Rupees 4,050, of which a sum of Rupees 2,100 was to be contributed by certain Mirasidars interested in the formation of the road. The

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Collector is requested to state when and by whom the sum of Rupees 5,700 was sanctioned, and whether the promised contribution of the Mirasidars was duly realised and brought to account.

7. Item No. 6 is for metalling the road from Mannargudi to Combaconum *via* Nidamangalam. That this is a line of very great importance cannot be questioned, but the proposed expenditure is very heavy, being Rupees 1,63,895 for twenty-four miles, or nearly Rupees 7,000 per mile. In so wealthy and populous a district as Tanjore, roads of mud and sand must be superseded by good metalled roads, and unless, taking cost of repairs as well as formation into consideration, it would be more economical to convert the lines of heaviest traffic into Tramways suited for carts drawn by bullocks, there can be no better arrangement than to devote a portion of the annual receipts of the Road Fund to re-forming and metalling the existing roads.

8. The question of Tramways was, the Board believe, discussed some years ago, and the Collector is requested to state what were the results arrived at. Meanwhile, the Board recommend the Collector's present proposal for the sanction of Government, contingent on any change of plan which the Collector and Superintending Engineer may propose, so that if the feasibility of Tramways has been negatived, no time may be lost. The payment to the Tanjore Railway for the conveyance of the metalling will, for these twenty-four miles, aggregate to Rupees 60,960, besides Rupees 13,000 for sidings. Considering the large annual payments which the gradual metalling of the Tanjore roads will involve, and the fact that the material may be conveyed at the convenience of the Railway Company, the Board suggest that the proposed terms be submitted for the report of the Consulting Engineer for Railways.

9. The works entered in Part II. of the Supplemental Budget, which has also been revised in the Board's Office, are of an ordinary nature and require no special notice. Eight other works have been added to this Budget, in accordance with the Collector's recommendation, as will be seen by the next paragraph.

10. In the first letter above recorded, which is a reply to Government Order Revenue Department, dated 28th May 1867, No. 1,207, Mr. Morris reports on the expediency of transferring to the Road Fund the items forming the aggregate sum of Rupees 38,752, entered as minor repairs to roads, &c., in the Public Works Budget. On referring to the latter Budget, the Board find that the entire sum allotted by Government for roads in Tanjore, a province with a population of 1,784,600, and a revenue of Rupees 66,73,119, is under Rupees 70,000. Such an allowance, they submit, is altogether inadequate.

11. The Board agree with Mr. Morris that Items Nos. 1, 2, 3, and 13 are clearly Imperial. As regards Item No. 6, the Collector states that it is a Salt road, but that as it is an important district road, he has recommended its transfer to Local Funds. The Board are, however, of opinion that it is an Imperial line, as the traffic on it is mainly salt. Regarding Items Nos. 11 and 12, their respective

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allotments have not been provided in the Budget, in the absence of particulars which make up their respective allotments of 20,000 and 1,200 Rupees, to enable the Board to determine how much of these amounts should be charged to the Road Fund. The remaining items, amounting in the aggregate to Rupees 9,260,* have been entered in the Budget.

12. An abstract of the revised Parts I. and II. of the Budget is as follows:—

	RS.
* No. 4	760
„ 5	2,248
„ 7	568
„ 8	840
„ 9	2,464
„ 10	2,380
	<u>9,260</u>
By Public Works Department ... { Original Works	9,260
By Revenue Department ... { Original Works	90,647
	<u>1,04,523</u>

Add—

For Public Works Supervision at ten per cent. on the estimated expenditure by that department.	926
Reserve at ten per cent. on the additional estimated receipts of Rupees 94,985	9,498
	<u>1,14,947</u>

The sanction of Government is requested to the proposed expenditure of Rupees 1,14,947, which, deducted from the available balance of Rs. 1,59,000, leaves an unappropriated balance of Rupees 44,053.† The Board request the Collector and the Superintending Engineer of the Division to propose fresh works in other parts of the district to utilize the above balance exclusive of the reserve.

13. Referring to the District Map, the Board are of opinion that the roads, which should be classed as Imperial, are Trunk lines Nos. 1 and 2, the coast lines Nos. 26, 28, and 36, the line† from Adrampatam to Tanjore and the river, and the Trunk Roads Nos. 9 and 5; and request Mr. Morris' opinion regarding them, in view to the expenditure of the Imperial Funds being in future restricted to these lines.

† Marked on the Map by Nos. 3, 8, and 4.

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10th September 1867.

SUPPLEMENTAL DISTRICT ROAD FUND BUDGET FOR 1867-68.
PART I.
Original works to be executed out of the District Road Fund.

Executive Division or District.	PROJECT.		Amount of Estimate.	Actual expenditure up to 31st March 1867.	AMOUNT REQUIRED IN 1867-68.		Remarks.
	No. Locality.	Description.			By Public Works Dept.	By Revenue Dept.	
Tanjore.	1	COMMUNICATIONS. Railway feeder from Koradacherry to Road No. 23, from Munnargoody to Trivallur.	RS. 12,100	RS. 4,350	RS. ...	RS. 650	In addition to the sum of Rs. 7,100 provided from the original Budget, Item No. 57—G. O., P. W. Dept., 12th Dec. 1864, No. 3,516 G. O., Rev. Dept. 13th Sept. 1866, No. 2,450.
	2	Cross road from Peralam to Ambakolaitoor on the French frontier.	8,250	3,357	643	643	Do. of Rs. 4,250, provided in the original Budget, Item No. 55.—G. O., Rev. Dept., 17th August 1866, No. 2,115.
	3	Do. along the Poottoor north bank to connect Roads Nos. 35 and 14.	2,320	1,683	...	637	Item No. 98 of the Budget of 1866-67—G. O., Rev. Dept., 20th July 1866, No. 1,821.
	4	Road from Pulunjery on road No. 2 to the Coleroon via Tripirambiam.	5,700	4,593	...	1,107	G. O., Rev. Dept., 14th Dec. 1865, No. 3,023.
	5	Constructing two tunnels on the road from Kattumavadi Salt Depot to the point where the road from Ardan-ghi to Ayapattam branches off.	300	...	...	300	Estimate will be considered.
	6	Bringing down laterite from Tanjore to Nidamungalam for metalling roads from Nidamungalam to Combaconum and to Munnargudi, and constructing two sidings at Tanjore and Nidamungalam.	*87,160	...	...	87,160	* This is the amount of a rough estimate recommended for the sanction of Govt. in the Board's Proceedings giving cover to this Budget.
	7	Works below 250 Rupees ...	150	...	...	150	
		Total...	...	...	90,647	90,647	

(Signed) R. A. DALYELL, Secretary.

MADRAS, 1867.

SUPPLEMENTAL DISTRICT ROAD FUND BUDGET FOR 1867-68.
PART II.
Repairs to be executed out of the District Road Fund.

Executive Division or District.	PROJECT.		Amount of Estimate.	Actual expenditure up to 31st March 1867.	AMOUNT REQUIRED IN 1867-68.			Remarks.
	No.	Locality.			By Public Works Dept.	By Revenue Dept.	Total.	
			RS.	RS.	RS.	RS.	RS.	
	1	.....	4,032	2,037	...	971	971	* This is the actual amount required to complete the work.
	2	.....	4,000	2,267	...	1,733	1,733	
	3	.....	600	400	...	200	200	
	4	.....	2,900	1,500	...	500	500	
	5	.....	1,098	396	...	702	702	
	6	.....	480	...	...	480	480	
	7	.....	...	...	...	30	30	
	8	.....	...	...	760	...	760	
	9	.....	...	...	2,248	...	2,248	
	10	.....	...	...	568	...	568	
	11	.....	...	...	840	...	840	
	12	.....	...	...	2,464	...	2,464	
	13	.....	...	...	2,380	...	2,380	
		Total...	...	...	9,260	4,616	13,876	

MADRAS, 1867.

(Signed) R. A. DALYELL, Secretary.

No. 157.

ORDER THEREON, 10th September 1867, No. 2,122.

Local Funds, No. 6.

Account.

1. The Budget Estimates submitted with the above letter are sanctioned subject to any changes which, on further treaty with the Railway Company, may be effected in the charges for conveying road metal. The subject will be referred to the Consulting Engineer for consideration and report, through the Department Public Works. It should be pointed out to the Agent that the District Road Fund is of the nature of a Municipal Fund, contributed by the people for the improvement and maintenance of the roads in the locality, the effective administration of which cannot fail to re-act very favorably on the Railway traffic, and that a more or less favorable rate for running road metal over the line will materially promote or hinder the attainment of the object in view. The demand for carriage for this purpose is likely to be large and constant for many years, and a favorable contract rate would probably prove very remunerative to the Company.

2. On paragraph 10 the Government observe that the provision of Rs. 69,500, therein referred to, is the Public Works Budget provision for Repairs only, and that a sum of Rupees 2,00,000 is provided for Tanjore under "Communications, New Works." The sum of Rupees 6,500, provided for Repairs to rivers, has also ~~reference to Communications, and not to Irrigation works, which are separately shown.~~

(True Extract.)

Secretary to Government.

To the Board of Revenue.
,, the Accountant General.
,, the Department Public Works.

Ed. S. T. Augustin.

list

2853

Forward to the
Superintendent of the
N.Y. & N.H.
R.R. the Engrs. for Railways
with report upon the subject
of the road.

to the 6th of Dec.

in the office of the

in the office of the

Printed at New York
144 N. 2nd St. 1863

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Pro of Govt for Depd
P 31 59.
Pro of the Hon. Govt
Rev Depd

Of 10 } Sept 1867
Rev 12" }
A 2/22

no. 2853 - 14th Sept 1867
Sanctioning,
with remarks, the Sup-
plemental Local Road
Budget of the Tanjore
St for the current of-
ficial year.

With an order

No. 360-361